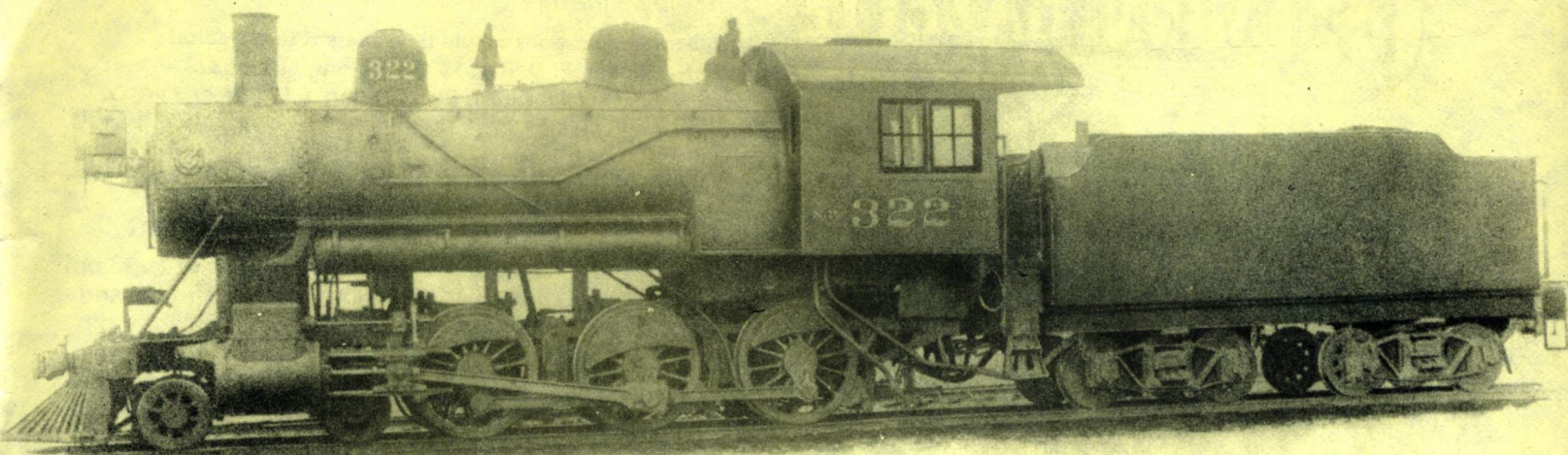


NORTHERN PACIFIC

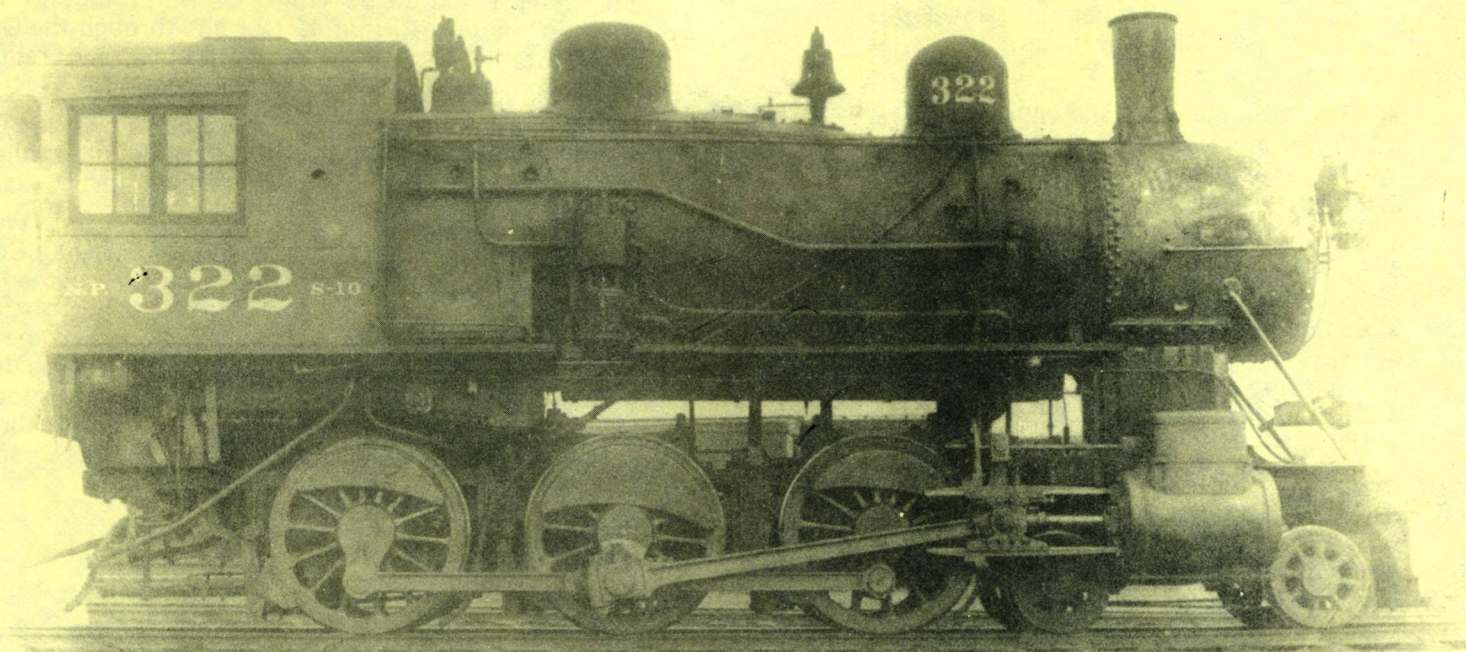
CLASS S-10

TYPE 4-6-0



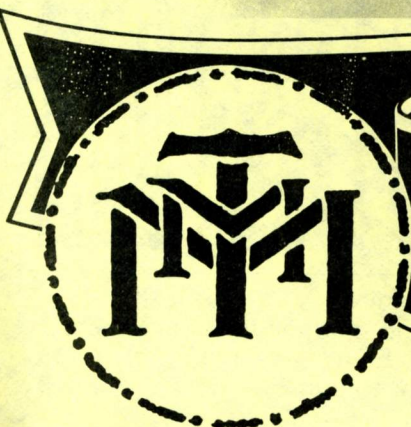
NUMBERS 320-329

TOTAL NO. IN CLASS 10



SEPTEMBER 6, 1916.

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

SEPTEMBER - OCTOBER 1979

PAGE 2

ABOUT THE COVER

These two builders photos of Northern Pacific Class S-10 4-6-0 steam locomotive No. 322 represent a family of 10 locomotives numbered from 320 through 329. It is a reminder that MTM has one of these locomotives, No. 328, at the Como Shops undergoing the final stages of restoration. Much work remains to be done, however, before No. 328 can become a cover photo like No. 322. Your help on this project is welcome. (photos from the Bob Renz collection)

THANK YOU C. E. T. A.

Starting June 12 and finishing August 15, 11 CETA (Comprehensive Employment Training Act) workers supervised by Jeff Wynne did a fine job of upgrading the Como-Harriet streetcar line. CETA is a federal summer employment program administered by the Center for Community Action here in Minneapolis with the purpose of providing meaningful work experiences for high school age people.

The beautiful platform and walkway at the north end of the line is an outstanding example of their efforts and learning experiences. In addition, their accomplishments included:

- Raking smooth the dirt along the upgraded track.
- Finishing off all the cribbing around the trees.
- Repairing the large hole on the concrete retaining wall.
- Edging portions of the Lake Harriet loading platform.
- Replacing rotted ties around the garden.
- Replacing 21 rotted ties south of 42nd St.
- Digging dirt embankment for car barn site.
- Digging 80 ft of siding preparatory to removal for construction of car barn foundation.

All in all, a goodly amount of work was done by these young people to the benefit of the museum and the riding public. To CETA, we say thanks for a job well done.

George Isaacs, Vice President
Construction and Maintenance

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting will be at 8:00 pm on Tuesday, October 9 at the Curtis Hotel, 10th St. and 3rd Av. S. in downtown Minneapolis. See the lobby directory for the correct meeting room.

PRESIDENT'S MESSAGE

It seems we will have another very good year at Lake Harriet, and with good weather, we may exceed 50,000 passengers for the season. With more people staying close to home this summer, many Twin Citians who had never ridden with us found out how pleasant an evening streetcar ride can be through the Lake Harriet Glen.

By the time you read this, we should have a new car barn for Duluth Transit No. 265 at Linden Hills Bridge. This won't be a gold-plated transit, of course, but it will have a floor, a pit, and the possibility of heat, things no trolley operator should be without. Our line through the Glen has lost its Toonerville character, and I've heard railroad men wish aloud that their track was as good.

My thanks to all the operating and track crews, the CETA people, all our generous donors, and the Minneapolis Parks & Recreation Board for your fine efforts.

I wish I could report that we have a railroad site. We are working very hard to acquire the Montgomery-Le Center line, and I believe we have a good chance of succeeding. Whatever site we ultimately get, the Museum probably will have to raise a substantial sum of money, in the range of \$40,000 to \$80,000. This will have to come as donations and loans from anyone willing and able to support the project. I hope every member will give some thought to how we might raise that money, and tell the Board of Directors what you think.

Bill Graham
President

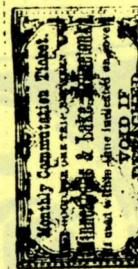
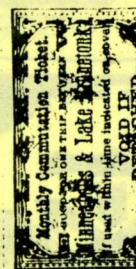
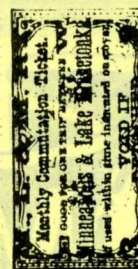
No. 3 MINNEAPOLIS, LYNDAL & MINNETONKA RAILWAY.
MONTHLY COMMUTATION TICKET.

This Ticket will entitle Charles Webster
To ride 40 SINGLE TRIPS, if used within 90 days from date,
Between MINNEAPOLIS AND LAKE MINNETONKA,
Subject to Conditions on back, which must be signed by purchaser before using.

Issued June 7 1884
Paid \$ 1.00

GOOD UNTIL USED.
Not good after 1884

(AGENT'S NAME) WM. McCrory, President.



This is the inside front cover and four of the tickets from a book of 40 tickets issued to Charles Webster on June 7, 1884, good for 40 single trips between Minneapolis and Minnetonka on the Minneapolis, Lyndale &

Minnetonka Railway. How nice it would be if there was rail commuter service on that line today like there was 95 years ago. Note the E and W on the ticket (for direction) for the conductor to punch.

THE NEW CARBARN

By the time you receive this Minnegazette, the new car barn at Linden Hills should be complete as far as foundation and erection is concerned. Much will remain to be done to convert this structure into a usable car barn.

The building was built by Metro Metals Inc. of Minneapolis using the Armco Metal Building system. The structure measures 20 ft wide by 60 ft long and has a side wall of 15 ft high. The main opening to the car barn is 12 ft wide by 14 ft high and a service door measuring 3 ft wide by 7 ft high is located at the rear of the building. The walls, ceiling, and front doors are all insulated with fiberglass except the east wall (against the dirt embankment) which is part block retaining wall and part metal wall. The exterior of the building is a factory-painted earth-tone brown to blend in with the surrounding area.

The inside of the building has a full concrete floor with the exception of a 12 ft long by 3 ft-8 in. deep masonry inspection pit. There will be a clear height of 14 ft which will permit jacking of a streetcar and the removal of a truck. All this is costing the museum \$25,783 including the \$295 building permit.

This cost does not include any electrical wiring in the building. This will come later when the museum recovers financially and can afford the \$1000 to \$1500 required to wire the barn and install electric heat.

Now that you, the member, knows what you are getting for the museum's money, you are urged to donate to The Car barn Fund so that we can finish the job properly.

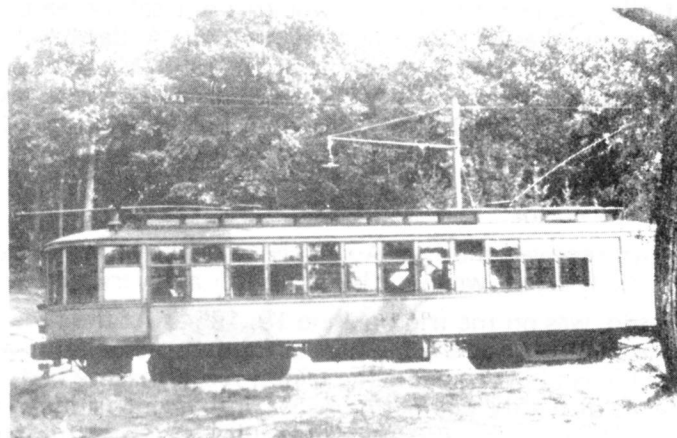
George Isaacs, Vice President
Construction and Maintenance



Artist's Sketch of New Car barn



Excavation began September 4 for the new car barn adjacent to the original car barn under the Linden Hills bridge to the right. (photo by Bill Graham)



TCRT double-end shuttle car No. 1230 makes the last trip on the Deephaven line on August 11, 1932 before the line was cut back to Hopkins. (C. M. Eichhorn collection)

LETTERS TO THE EDITOR

A lot of interesting mail has reached the "Box 1300" mailbox of late and we want to share it with you. First of all, add the names of Clark E. Johnson Jr., Jim Kreuzberger, and Lowell Wood to the list of those current MTM members who rode the final TCRT streetcar trip on June 19, 1954, covered in the last issue of the Minnegazette. They wrote to let us know that they were there at the end of an era. We also received a letter from a former resident of Excelsior, Minn. now living in Sedona, Ariz. who donated some rare photos to MTM.

To the editor:

Three things! First, congratulations on your excellent editing of the Minnegazette. I especially liked the interesting photos of TCRT No. 1310 in the March-April issue. Does anyone have an explanation for the two trolley ropes that appear in both photos of the car?

Second, you can add the names of Lowell Wood and myself (both MTM members) to the list of those who rode the final TCRT trip on 6-19-54.

Third. Technically, there are two dates on which the streetcar service ended in Duluth. The final trip on the contiguous portions of the Duluth system pulled into the 27th Av. W. car yard at 2:00 am, July 9, 1939, having left the Woodland Av. terminal 45 minutes earlier. I was one of the two passengers on car No. 248, the other being Mr. Vernon Anderson, then head of the schedule department . . . and later an executive of San Francisco MUNI.

The 7th Av. W. Incline and the isolated Highland Av. streetcar line continued operating for another two months. The final upbound trip of the Incline left Superior St. at 5:35 pm September 4, connecting with Highland Av. car No. 255, which departed promptly for the round trip to Duluth Heights, returning to the 8th St. siding and shop at 6:04 pm, thus ending all service in Duluth.

J. J. Kreuzberger
8312 W. 92nd St.
Overland Park, KS 66212

Ed. note: The best explanation we can find for the two trolley ropes is that it was some sort of a safety feature being used as an experiment. Unless Mr. Anderson also rode the last TCRT trip on June 19, 1954, Mr. Kreuzberger would be the only person to have ridden the last cars of both the Duluth contiguous system and the TCRT system.

To the editor:

I just received the July-August issue of the Minnegazette. It is a fine job, well worthy of a silver anniversary.

I, too, was on the trip on June 19, 1954. At the time I was an officer of the Minnesota Railfans Association and had a hand in arranging the trip. I recall that we had some difficulty talking the TCRT into giving us the system the day after cessation of regular service. Ultimately, we had access to all then active trackage.

Good luck and best wishes for your next 25 years!

Clark E. Johnson, Jr.
4112 Massachusetts St.
Long Beach, CA 90814

To the editor:

Going through the accumulation we all accumulate over a period of years, I found the enclosed prints. I am sure they will find a place in your files. .

I cannot identify the location of the carbarn (photo No. 1.) I recall there were three I can think of off hand in Minneapolis; 31st & Nicollet, 26th & Washington, and University & 1st Avs. NE. One more I recall near Montgomery Ward on University & Snelling.

The 1148 (photos 2 & 3) seems to be at the intersection of 4th Av. SE. and what? These pictures, I believe, were taken in the early thirties as I attended the U of M in 1932-33 and 1933-34.

The two snow-covered right of way shots I can identify for certain. The straightaway (photo No. 4) was taken facing east from a spot just east of the Christmas Lake stop. This area is now an intersection of Highway 7 and Christmas Lake Road marked by traffic lights, a couple of service stations, a boat sales company, and east of Oak Hill Cemetery.

The elevated area on the curve (photo No. 5) is a shot also looking east. I was standing a bit east or perhaps on the bridge over the M&StL tracks (now C&NW). The bridge over the street is now the bridge over the Excelsior bypass of Highway 7. In the distance may be seen another bridge. This was over Division St. The bridge is now long gone. The large brick building on the east side of Division St. was the steam (coal-fired) generating plant of Twin City Lines. The white house adjacent was where the operator Mr. Alfred Hawkins lived. This power plant building was similar to the ones still standing in various locations in Mpls. and the last I knew, there was one in Hopkins about where the long bridge over the M&StL tracks began its climb for the west-bound cars.

Note guard rails on the curve which indicates the approach to the bridge over the M&StL tracks east of Excelsior. About one or two blocks west of this bridge behind the photographer (me), was yet another bridge over a street. This bridge is also gone. Going west on the streetcar just before crossing this bridge, the old Excelsior Amusement Park dancehall was on the right. After crossing the bridge, the park itself was spread along the right-of-way for about two city blocks. The "Dock Station" and car yard was on the left. I am sure many of the TCRT enthusiasts will recall all this if they are age 55 plus, eh? The last car to Excelsior was in August 1932.

I am more of a railfan than trolley fan although I am interested in Excelsior history including the boats on Lake Minnetonka and the TCRT operations. Some of the MTM members may recognize my name. I am a devoted M&StL fan.

I was born in Excelsior in January 1915 and lived there until 1975. I spent 34 years (1936-1970) in the Excelsior Post Office. I vaguely recall the collision between a passenger car and a baggage car on the single track about a mile west of Excelsior, east of Manitou. I was about 5 or 6 (1920 or so). If any of you have information and perhaps a picture or two of this accident, I would greatly appreciate receiving them.

My Uncle Bill Morse, who was a contractor in Excelsior I believe, was involved in the wrecking of the power station at Division St. I recall he had a large amount of hexagonal red tile which was from the floor of the plant. They were about 2 in. across and about 3/8 in. thick. He also had a large quantity of the granite blocks which were laid between the rails through the main street of Excelsior. Between the outside rail of the double tracks and the sidewalk, however, were the customary cedar blocks. When rain was heavy these swelled and occasionally a merchant's window was shattered when these "bubbles" popped and the blocks flew.

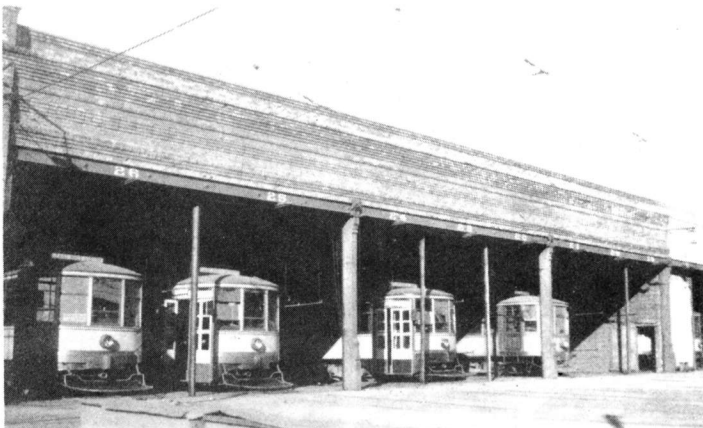
The granite blocks remained in the main street as did the rails, being paved over, from 1932 until the war years of the 1940s when the rails were finally taken up for scrap. This project, I think, my uncle also was the contractor on.

One final note. My father, Herbert A. Morse, was in the retail ice business and had a large ice house on the south shore of St. Albans Bay where the Marina now stands. He was the son of pioneers William B. and Ann M. Morse who came to Excelsior in 1852. They prompted property on what is now disgracefully known as Big Island. The original and rightful name (see the old maps) was Morse Island. My grandmother owned much of the property where the Amusement Park stood. She sold it to the Street Car Co. (a popular name for it when I was a kid) in 1906.

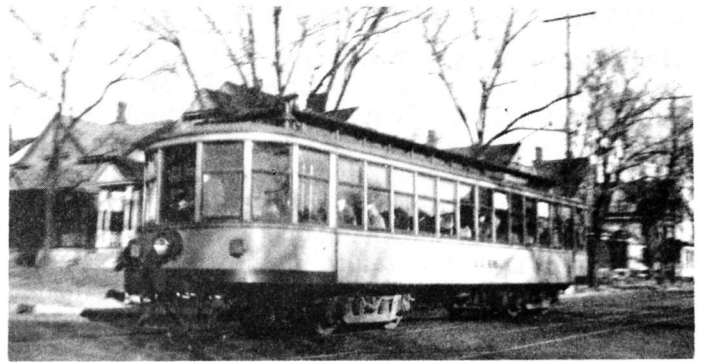
Thanks for listening and if I can be of any further help, please contact me. Regards,

Warren B. Morse
695 Last Wagon Drive
Sedona, AZ 86336

Ed. note: Photo No. 1 is that of East Mpls. Station at University and 1st Aves. NE. There were two other car-barns in use at the end of service; 22nd and Lake in Minneapolis and Duluth Av. in St. Paul. Photo No. 3 is not of car No. 1148 because it does not have the front marker lights or railroad-style pilot (cowcatcher) visible in photo No. 2. Under a glass, it looks like car No. 1345. The sign reads "Como-Harriet to 50th". Excelsior and Minnetonka history including Morse Island is covered in **The Electric Railways of Minnesota.**



1. East Mpls. Station in the early 1930s.



2. TCRT interurban car No. 1148.



3. TCRT gate car No. 1345.

(all photos by
Warren Morse)



4. East of
Christmas
Lake stop.



5. Looking east towards Highway 7 bypass.

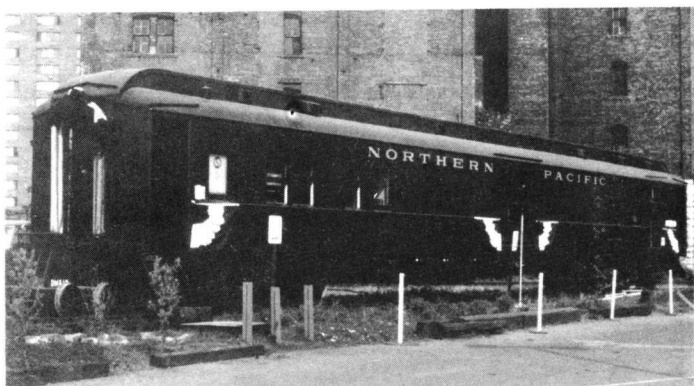
AQUATENNIAL HANDCAR RACES

There was plenty of hot steel and sore muscles on Sunday, July 29 behind the First Street Station Restaurant, 333 S. 1st St., as the First Annual Minneapolis Aquatennial Handcar Races were held. The two fire-engine red handcars with the big white letters DM&IR (Duluth, Missabe & Iron Range) emblazoned on the sides were loaned to MTM by the Lake Superior Museum of Transportation of Duluth in return for a little refurbishing works on the handcars by MTM. The handcars made the round trip from Duluth aboard the Amtrak North Star's baggage car.

A large crowd of people who apparently didn't cherish their toes crowded the tracks along the 500-foot curved route to watch members of the media, sports, MTM, and others pump their handcars to victory in a series of heats. The St. Paul Winter Carnival Vulcans joined their Aquatennial counterparts in the races. Other participants included Bill Carlson from WCCO-TV, Nancy Nelson and Warren Martin from WTCN-TV, Chuck Knapp from KSTP-FM radio, Dan Hertzgard from WCCO-AM radio, boxer Jim Beattie, and members of the Minnesota Kicks and North Stars.



Although MTM members were not scheduled to race, our own Executive Vice President, Bob Ball, who has spent many hours on the rails, agreed to team up with Dan Hertzgard in a final heat against a couple of beefy Kicks soccer players. Experience prevailed as Bob and Dan won the race! Bob was rewarded the next day along with Frank and Judy Sandberg as guests on Dan's radio show and spent 15 minutes talking up MTM. Good going!



No. 1102, MTM's restored Triple Combine coach was also on display so the crowd could see how mail, baggage, and passengers could be accommodated in the same 72-foot long coach. Highlights of the races were shown on all local news that night. (photos by Loren Martin)

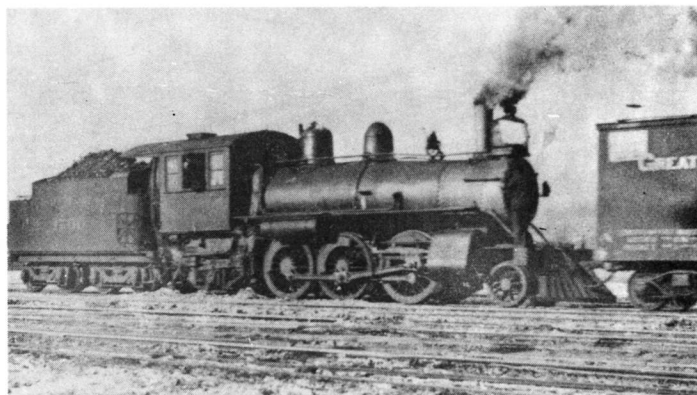
"STREETCAR MAN" BOOK PARTY

A pre-publication book party celebrating the publication of Goodrich Lowry's **Streetcar Man: Tom Lowry and the Twin City Rapid Transit Company** by Lerner Publications Co. was held on Wednesday afternoon, September 5 at Lake Harriet Station. The party was moved from the carbarn due to the start of excavation for the second carbarn.

Streetcar Man traces the life of Thomas Lowry, a young Minneapolis lawyer and real estate man who became fascinated with mass transit in the early horsecar days of the 1870s, formed Twin City Rapid Transit Co., and became its first president. The biography follows his trials and tribulations until his death in 1909. Guests included Margaret Morris, columnist for the Minneapolis Tribune and Russell Olson, author of **The Electric Railways of Minnesota**.



Goodrich Lowry autographed copies of his grandfather's biography for the early buyers. A streetcar cake was served to the guests aboard Car No. 1300 and several trips were made. Mr. Lowry took the controls on one trip. The whine of the motors was drowned out by the peppy music played by a 3-piece Dixieland band aboard the car for the ride. Mr. Lowry brought 1300 to a smooth stop at Lake Calhoun resulting in a large round of applause. He thanked everyone and said, "It was a great party." (photo by Bill Graham)



St. Paul Union Depot yards around 1900.
(C. M. Eichhorn collection)

COMO-HARRIET WESTERN EXTENSION

For a long time, many members have hoped the Como-Harriet Streetcar Line could be extended out the old right-of-way towards France Av. After a couple of false starts, the Western Extension Committee was formed and real progress has been made.

Before the extension can be built, there are legal, political, and financial barriers to overcome.

Legal - When the Como-Harriet line was abandoned in 1954, the right-of-way did not revert to the adjacent property owners as one might expect. Instead, the city claimed the land for use as a street, intending to pave it from 31st and Irving to 44th and France. This never took place, and portions were disposed of to the Park Board and adjacent owners. However, the city retained the middle 16 feet from Linden Hills Blvd. to Upton Av. and the entire right-of-way from Upton to France Avs. - with four exceptions.

1) Between Drew Av. and France Av. the city owned the land where the two main tracks were. The Metropolitan Transit Commission (MTC) owned the remainder, where the France Av. loop used to be. This created two triangular pieces of land, of little use to either party. When the MTC decided to build its park-and-ride lot just east of France, it swapped land with the city to create rectangular parcels.

2, 3, and 4) Three adjacent landlords between Upton and Xerxes made claims on the right-of-way where it abutted their property. The city could have denied these claims, but did not. As a result, it appears that these three parties actually own small portions of the right-of-way. The city, however, retains an easement as long as the right-of-way continues to be a "street". It is unclear whether the city can authorize any other use, such as a streetcar. These three properties include Bayer's Hardware at Upton, which has strongly supported the trolley, and the two residences bordering the right-of-way on the east side of Xerxes. Both owners oppose the trolley.

Political - The biggest political hurdle is getting approval from the City Council to use the right-of-way. At the request of the city, we surveyed all the residents living near the right-of-way. We found that 75 percent did not object to the trolley.

I want to thank Ray Bensen Sr., Gene Corbey, Gary Neunsinger, Ken Snyder, Fred Rhodes, Gary Foss, John Dillery, Bill Graham, Paul Rhodes, and nonmembers Mary Wyffels, Brian Barnes, and Natalie Swit for their help with the survey. It did the job of convincing the Aldermen to back our project. Further meetings with the City Attorney are in the offing, but for now the issue is unresolved.

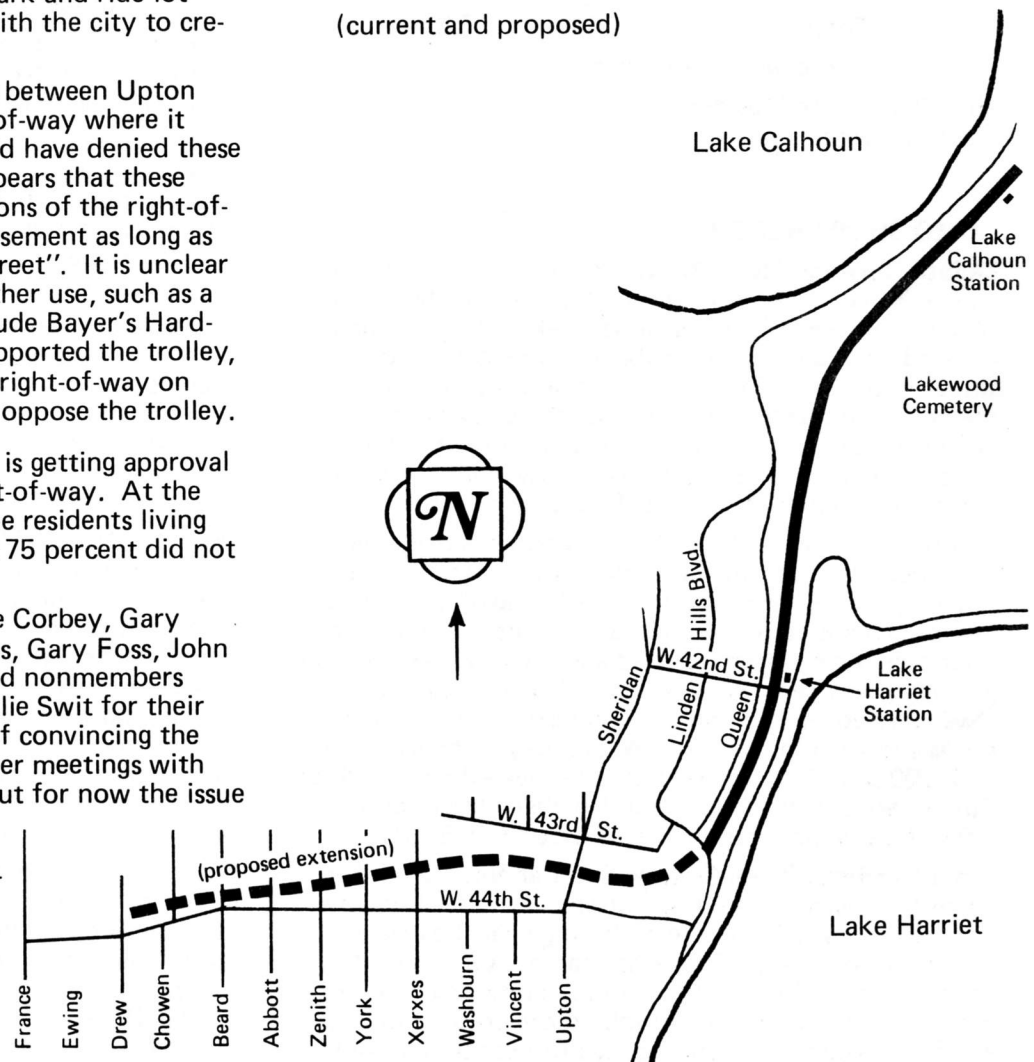
Financial - Should we ever be successful in solving the legal problem, the MTM would face the biggest fund raising job in its history. The extension will cost around \$500,000. Obviously, we can't afford that without outside help.

The most likely funding source is the federal and state money that is set aside for restoring places listed on the National Register of Historic Sites. The Como-Harriet Streetcar Line presently enjoys that status. All that is needed is approval by the City Council, State Historical Society, and the federal government to enlarge our existing status to cover the western extension. That would make us eligible to apply for 50 percent federal and 25 percent state funding. The remaining 25 percent (\$125,000) would have to be raised by the MTM. It would be a sizeable sum, but not outside the realm of possibility.

As you can see, a lot remains to be done. The most optimistic timetable would call for City Council approval this fall; state and federal approval this winter; application for funds next spring, and possible funding in 1981 or 1982. This assumes that everything goes smoothly.

Aaron Isaacs, Chairman
Western Extension Committee

Como-Harriet Streetcar Line
(current and proposed)



CHSL RIDERSHIP PASSES 40,000

How do you get 40,744 people into a 48-passenger streetcar? Very carefully when the streetcar is 71 years old. Yes, old "1300" is aiming at the seasonal 50,000 passenger mark once again. After a drop to 38,000 last season because of area road construction and loss of the Lake Harriet concerts, everything was back to normal this summer. The gasoline crisis also helped MTM as reports from around the country generally show attendance gains for in-town museums and declines for out-of-town museums.

For whatever reason, the Como-Harriet ridership is up over 20 percent over last year. A good Labor Day weekend pushed the season total to over 43,000. We lost the beautiful weekend of September 8-9, however, to carbarn construction. The deep excavation immediately adjacent to the main line deemed it risky to run a 23-ton streetcar past it especially since most of the earth is soft sugar sand. Besides, mounds of earth covered the tracks at the time.

Year-to-date ridership - 1979 and 1978:

	1979	1978
April	0	150
May	3557	3396
June	9751	8839
July	17287	12533
August	10149	8003
Totals*	40744	32921

* Includes charter passengers

Mike Buck, Vice President
Vehicle Operations

COMO SHOPS REPORT

Duluth Streetcar No. 265 - Work is continuing on Duluth Streetcar No. 265 every Wednesday night at the Como Shops. The new highly-varnished oak floor was quickly covered with protective cardboard while other work continues in the car. The floor is so beautiful that some members are suggesting a "no shoes" policy once No. 265 begins revenue service! Well, it was a thought. The rattan seats are being painted their off-yellow while the woodwork is being prepared for its final coat of varnish.

The rear truck is in place, the front truck is being painted and assembled, and the air tanks, air compressor, and brake cylinders have been mounted beneath the frame. The piping and wiring remain to be done. The four front door panels have been restored and are now being installed with a new gear box assembly. MTM members are always welcome to come out and inspect the car or the shops and to help us on any Wednesday night from 7:00 to 10:00 pm. The Como Shops are located just south of Como Park and the Burlington Northern tracks and just west of Lexington Parkway at DeCourcy in St. Paul.

Great Northern Parlor-Observation Car No. 1084 - The Great Northern Parlor-Observation car, better known as "The Twin Ports", got a real blasting over the weekend of September 8 & 9. The entire car was sandblasted over the two-day period by MTM volunteer members preparatory for its flashy new paint job before cold weather sets in. This former Twin Cities to Duluth car should look like new soon (the exterior, that is).

3rd ANNUAL STREETCAR COMPANY PICNIC

The 3rd Annual Streetcar Company Picnic will be at Lake Harriet on Sunday, October 14 from 1:00 to 4:00 pm. The picnic, as always, is the place for all MTM members and their families and friends to meet each other and to renew old acquaintances. Ride the streetcar from Lake Harriet Station to our picnic grounds at the carbarn. This will be your first chance to inspect the new carbarn and its inspection pit before a streetcar is put inside it.

All food, beer, and pop is provided so just bring yourselves. Car No. 1300 will be in operation for your extra added enjoyment. In order that we may plan for you, we ask that you please call in your reservations to either Judy Sandberg (890-2830) or Betsy Snyder (926-5755) by October 12. Your help in this picnic is also welcome. Although the picnic is sponsored by the Streetcar Company, all donations will be cheerfully accepted.

II. THE FIRST RIDE

Note: MTM member Tom Rollo of Milwaukee, Wisconsin wrote us a four-part account of his recollections of TCRT streetcars as seen through the eyes of a five year old living near the Como-Harriet streetcar line in the Linden Hills area of Minneapolis from 1951 to 1955 during the final years of streetcar service. Tom recently made his first trip back to Minneapolis since then. Here is Part II of his story.

Most of us probably have difficulty remembering the last ride on a streetcar. For me it was the first one today. The anxiety was second only to a Christmas Eve.

I led the way all the way to trackside. Mom was expecting to get on in the Upton shopping district, but I explained the newly discovered station at Lake Harriet was much better. Our destination today was only as far as Lake and Hennepin. Not much of a ride really, but nevertheless an event to be remembered.

Once at the station, Mom wanted to be sure of the right streetcar in the right direction so we went into the station to ask. Before Mom had asked the complete question, the lady interrupted in a nasal, almost annoyed voice, "Any one that goes by here, on this side, any one at all", with index finger extended moving her hand back and forth in the direction of the tracks. We thanked her and walked outside.

There it was, ride number one. I stepped up and had the shiny metal stanchion in the middle of the entrance not been there, I would have had considerable trouble with the first step. Mom was right behind me, but needless to say I had to be the first aboard. So intent on finding a window seat I tripped on the step up into the car and fell flat on my face. There was a seat next to an open window on the gate side. I slid over the smooth rattan to the window sill. The tall door leaves folded shut and we were on our way.

The car began to move growing speed rapidly. The groan of the motors below grew steadily in pitch and at one point as the car gained speed, every pane of glass inside the car vibrated in harmony with the sound of the motors. Lake Harriet disappeared into the trees as did Queen Av. behind the iron railing. This was really strange, a streetcar line within a city, yet the view ahead never would have given a clue to that.

The car began to sway gently, the motion became even more noticable as the car passed through a gentle 'S' curve. Just a bit further we rounded another curve and passed beneath a large limestone bridge. The opening seemed so low that I felt we wouldn't fit under it. Beyond the bridge there was a very gradual curve and Lake Calhoun came into view as did two rather large haystacks being used as archery targets.

I finally had my directions straight, something that the route the Como-Harriet took through the glen could easily confuse. On the right there appeared a beautiful very rolling, heavily wooded cemetery. All the while, the whine of the motors below the car played a tune that changed pitch momentarily each time the wheels passed over a joint. I looked out the front window and just ahead there appeared to be a small trestle.

When the car passed over it, I looked down at its edges which were visible from the window. It was just a trough made of boards. I looked skyward through the upper sash and began following the sag of the three feeder cables that were suspended overhead. Just beyond the trestle a large tree leaned out into the path of the cables. Rather than cut the tree down, TCRT installed a Western Union bracket to change the position of the cable to avoid the obstruction.

Ahead, the tracks turned very gradually following the direction of Richfield Road and the shore of Lake Calhoun. The track ahead looked as though it was passing through the nave of a great arbor cathedral. I looked around the inside of the streetcar. The motorman had a stool to sit on, but never used it. Instead, he preferred to stand the entire trip. There was the fare box next to him. It was a bit shorter than those I had seen before and had a hand crank on the side. There were the usual advertising cards up and down the sides above the windows and leather straps which swung to and fro as the car rocked along.

The cemetery came to an end as the car rumbled over a bridge. There ahead was another 'S' curve. Lake Calhoun disappeared on the left over a high bluff. On the right above us were the back yards of homes. This plateau lasted only a short while before a crossing came into view ahead. The motorman took his hand away from the controller and the car coasted toward the crossing. The crisp note of the gong rang out and we proceeded through the crossing paying heed to none. This was literally streetcar alley; backyards and garages right up against the right-of-way. Doubtless, it was this very location that inspired some wartime poetry. Ahead was a curve and a long waiting platform. The car slowed down to a near stop, but didn't. The dark red pavement in 31st St. was now in view. The intoxicating sounds of motors, brakes, and compressor were now joined by the deep rumbles of trucks on street track-age. It was fun watching the splashes of yellow reflecting from the windows in the houses along the street. The car stopped at 31st and Hennepin to pick up two passengers. Then with the grace of the varsity athlete, glided around the curve into Hennepin. There ahead was the end of the line for now anyway.

After we got off, I glanced up and was amazed at the intricate net of trolley wire overhead. My appreciation for

the intricacy of overhead construction began to develop while in Minneapolis. I have never experienced anything quite like it in any other system since. Curve construction particularly; never too many pull offs nor too few, and something I feel is unique to the TCRT system, the use of porcelain strain insulators attached directly to the eyelets of single and double yoke curve hangers. Most other systems around the country placed the insulators in the pull-off span or used "hickory stick" insulators. Most of us can easily identify a system by its rolling stock. For me, it's not only that, but the overhead system as well.

In a week or so following this day, Mrs. Shipman came to stay with me. I told her about the first trip on the Como-Harriet, the handsome station, and those strange stop signs facing into the tracks. She told the story of the time when she was very young and a near catastrophe that occurred at 42nd and Queen. It was a Sunday in the winter of 1911. She and her family were returning home from a service at Linden Hills Congregational Church in a horse drawn sleigh. Her brother had the reins and while descending the hill, lost control of the horse. Unable to stop, the horse sleigh with its passengers darted out in front of an eastbound streetcar. The streetcar struck the rear of the sleigh and had it not been for the very icy conditions, much more damage could have resulted. As it was, the car pushed the sleigh sideways onto the station platform and only a few broken pieces of wainscot resulted. This, together with several similar incidents before this one, lead to TCRT establishing the policy that all cars in either direction must be brought to a complete stop before crossing 42nd St. This was apparently little hardship on operations since there was almost always someone waiting to get on or off.

At all other crossings east of France Av. the relationship was similar to that of two autos approaching an unmarked intersection at the same time. West of Xerxes and east of France, the crossings were equipped with wood crossbuck signs except at York and Zenith which had only yellow stop signs. Beyond France, the crossing signs were used, now with stop signs mounted in the center of the lantern shelf facing more appropriately toward the street. The oversized one at 42nd St. was the only one like it on the line. Mrs. Shipman also told me of the many weekends that she and her family spent at Minnetonka. They looked forward most of all to the ride back home. In those days, the southeast corner of the Lake Harriet Station was a fully-equipped ice cream parlor complete with bentwood furniture and uniformed attendants. The family always took time out for a sweet treat. Imagine if the same were possible now. We would be the only museum to have a VP in charge of fountain service.

From early childhood until the time we lived in Minnesota, I was a chronic asthmatic. Medical science had by now developed a series of inoculations which taken three times a week for three years would cure the problem. The program required visiting clinics downtown and on Sunnyside Road in Morningside on the schedule. Needless to say, there was only one way to get to either spot, the Como-Harriet. After a few trips with Mom, I had the routine down pat and I was on my own. Now the fun started. (To be continued)

Ride the modern "Electric Highway"
to the

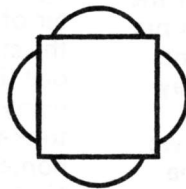
3rd Annual
Streetcar Company

PICNIC

— at —

Lake Harriet

Sunday,
Oct. 14, 1979



See
(page 8)
for details!

9th ANNUAL
PICNIC
T. C. R. T.
— CO. —

Mechanical Dept.

AT

WILDWOOD

—

JULY 29th
1902

18th Annual
PICNIC
T. C. R. T.
— CO. —

Mechanical Dept.

— AT —

BIG ISLAND
PARK

—

July 25, 1906



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!